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DOCUMENT No. 14.

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# National Anti-Monopoly League,

NO. 7 WARREN ST., NEW YORK.

BRANCH LEAGUES THROUGHOUT THE UNITED STATES.

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THE ATTENTION OF THINKING MEN IS  
EARNESTLY INVITED TO A FEW  
EXTRACTS INDICATING

## THE IMPENDING CRISIS.

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"The modern barons, more powerful than their military prototypes, own our greatest highways and levy tribute at will upon all our vast industries. And, as the old feudalism was finally controlled and subordinated only by the combined efforts of the kings and the people of the free cities and towns, so our modern feudalism can be subordinated to the public good only by the great body of the people, acting through their government by wise and just laws."—James A. Garfield.

# THE National Anti-Monopoly League

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## OUR PRINCIPLES:

### Anti-Monopoly.

We advocate, and will support and defend, the rights of the many as against privileges for the few.

Corporations, the creation of the State, shall be controlled by the State.

Labor and capital—allies, not enemies; justice for both.

L. E. CHITTENDEN, President.

HENRY NICHOLS, Secretary.

F. B. THURBER, Treasurer.

### *Vice-Presidents:*

PETER COOPER.

JOHN H. REAGAN.

HARRIS M. PLAISTED.

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Correspondence solicited from all persons favoring our principles.

Constitution and by-laws, with hints how to organize branch leagues, sent on application.

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“Honestly and equitably managed, railroads are the most beneficent discovery of the century, but perverted by irresponsible and uncontrolled corporate management, in which stock-watering and kindred swindles are tolerated, and favoritism in charges is permitted, they become simply great engines to accomplish unequal taxation, and to arbitrarily re-distribute the wealth of the country. When this state of things is sought to be perpetuated by acquiring political power and shaping legislation through corrupt use of money, the situation becomes more serious.”—*Report N. Y. Board of Trade.*

## CONSERVATIVE REFORM.

*Yonkers Statesman, Jan. 26, 1882.*

There must be no monopoly of anti-monopoly. Neither the Democratic party, nor any faction of it should be allowed to seize control of this reform, which is so imperative, and for which the public is so ripe. It should be guided and directed from the top, not from the bottom. Its spirit ought not to come from the slums of a city, which are tinctured with more or less hostility to all accumulations. It is obvious that all property is endangered when the average man can, by a lifetime of earnest work and frugality, accumulate little or nothing, and when a favored few, living in indolent luxury, can, through legislative grants and governmental favors, pile up many millions. The injustice and inequality are so apparent and gross, that they cannot possibly be maintained. If met in time, the evil can be remedied in deliberation, thoughtfully and justly. If resisted too long, the remedy will come from the bottom. in a revolution, in which all property and the State itself will suffer.

Had the slaveholders yielded gently to public opinion, that gigantic wrong would have been corrected without any great upheaval or loss. Slavery would have been gradually exterminated \* \* \* and the slaveholders could have retired, during a period of years, from their false position without serious loss or injury. But they clung tenaciously to the last to the most absurd demands; the Nation was driven to a revolution during which every vestige of their property was annihilated.

So with these railroad men. By submitting gracefully now to a conservative, intelligent public opinion, they can retain much of their grabbings and plunderings. They are as yet protected and defended by the instinctive regard which protects all private property. They can, and they seem to be inclined to, drive matters until they culminate in revolution. Then their fictitious bonds and stocks, their waterings and their grants from Legislatures, secured by corruption and bribery, would be swept away as clean as was the right of property in slaves. Several of the most conservative Nations have

been compelled to abandon their theories of property order to save themselves from the inordinate accumulations of the church. With great reluctance, but driven to it by an imperious necessity for self safety, they have resorted to confiscation. If this reform is checked or prevented until it comes from the bottom it will end in wild confiscation, too.

*From the N. Y. Evening Post.*

All this, we may be sure, is not a summer cloud that can overcome the community without causing either special fear or wonder. It betokens a real, a menacing, a present danger. It implies that a time has come when the forces of public opinion must be set at work in earnest to breast and bear back a grievous calamity. Spokenness will not answer; to close our eyes and stop our ears will not answer. A moment has arrived when we must change all that; a moment when legislators and those who bribe them must cry halt; "corruptors" and "consolidators" and all other plotters against the common weal in the interest of corporate monopoly must be told in trumpet tones, and in something more than words if need be, "Thus far shall ye go and no further."

*From the N. Y. Daily Graphic.*

If we ever have a conflict between capital and labor in this country, it will be because of the injustice done to the masses by corporate monopolies. It therefore behooves all classes of citizens, and particularly those who have property, to sustain the efforts now being made by reasonable and intelligent citizens to limit the power of men who, to use the words of a committee of the United States Senate, "recognize no principle of action but personal and corporate aggrandizement."

*From the Memphis Appeal.*

The problem is worth consideration, for monopolies and railway discriminators are certainly making matters uncomfortable. \* \* \* It is to the interest of corporate managers so to do their business as to retain the good feeling of the people on the one side, but, blinded by the desire of gain to-day, co-

orations do not look to to-morrow, and they are raising an indignant spirit of resistance that bodes no good.

*From the Brooklyn Daily Eagle.*

There is a pretty general feeling that the Continent of America was not discovered by Columbus, and civil liberty established by the Fathers of the Republic, to the end that fifty millions of people might be made tributary to a band of railroad magnates, or that farmers, artisans and merchants might, by hard work and keen competition, raise up a dozen Vanderbilts, with each several hundred millions of dollars. Those who entertain this feeling have become persuaded that the time has arrived for the industrious masses of this country to protect themselves, if they ever intend to do so. It will certainly not be easier after the adversary has grown stronger. In this contest every delay is to the disadvantage of the people. Let the issue be deferred for a few years, and nothing but a miracle or a revolution as violent as that of France will overthrow the oppression. Of all misleading delusions, there is none more mischievous than the notion that popular suffrage and popular power are synonymous. Given the means of bribing multitudes, of intimidating others, of wrecking opponents, coupled with actual possession of the Government, and adverse sentiment must be paralyzed. If the suffrage is to be our salvation, it must be applied sharply while there are still odds on the side of unbought and unterrorized manhood.

*From the Anglo-American Times.*

The tendency of all close bodies like corporations is to usurp, because they are soulless and are therefore worked beyond any influence of sentiment. By degrees, unless checked, they will absorb all rights and privileges within their scope, till gradually the sovereignty usurped appears rightfully and by law to be exercised by them. This has always been the tendency of railroad property in such countries as the United Kingdom and the United States, because, in these, property exercises the most influence, and corporations are permitted to erect themselves into a sort of

*Imperium in imperio*, whereas such countries as France, Germany, Russia, assume a supreme and direct control over railways: even so in British India. The Corporation therefore, is always under the governmental check and it is not permitted to take on itself functions pertaining to government. In no other country, however, has the power of the railway corporations become so great as in the United States. \* \* \* The ambition of the person has thus been allied with the soulless character of the corporation; and as a consequence, a number of autocrats, exceeding in wealth and the control they exercise any body of nobles in any country at any period, has been created in the United States."

*From the Chicago Express.*

The curse of the country is not bank monopoly alone nor railroad monopoly, but a tendency to concentrate and centralize the wealth and power of the people by means of monopolizing the wealth resources of the nation, and thereby commanding the political forces of the Government. Not a branch of industry nor an element of sovereignty but is under the ban of monopoly. Not a legislative body nor hardly a representative of the people but is a slave to its imperial dictation.

*From the N. Y. Times.*

Nobody questions the value of railroads to the public or the necessity of the corporate organizations by which they are owned, but unless they are brought under wholesome control of law, whereby the rights of individual citizens and of the community at large can be secured, sooner or later a conflict will come between their power and the might of the people which will shake the very foundation of laws and order.

*From Truth (N. Y.)*

That we are on the eve of an industrial revolution every candid observer of events must concede. But whether it is to be violent and bloody and terminate in the more complete subjection of the people by the power of concentrated capital, or whether it is to be peaceful and triumphant, no man can guess.



*From the N. Y. Maritime Register.*

Much has been said about monopoly and anti-monopoly, and the latter has been condemned in influential quarters as only a spasmodic movement with politicians at its back. Time will prove the contrary. The anti-monopoly feeling is growing among the great mass of the people. They see in the gigantic monopolies which impede healthy progress, an evil of the greatest magnitude. They see in them a power which will separate people into two great classes—those who control and those who belong to monopolies, and those who must submit to their mandates. Comparatively few people enter into subtle distinctions. The majority recognize two or three prominent features and are guided by them. It is this characteristic that will obtain in the monopoly fight. People recognize in monopoly a power which closes every avenue of advancement and prosperity to all but a favored few; a power that would be master of all things, either directly or indirectly. They see that this places them practically at the mercy of the few. The spirit of our institutions is opposed to that. These points will tell that they need to strengthen their determination not to leave the contest until a more equitable condition of affairs is established.

### RAILROAD POWER.

C. Lord, ex-president of the I. C. & L. railroad, makes the following to the *Locomotive Engineers' Journal*. "We have had a civil war, wonderful in its proportions, its terrible cost of life, human suffering, treasure, national credit; and yet, in spite of all pride and boasting, how do we stand to-day? I put the question before you honestly and earnestly, and future history will answer it. Is not capital realized through devious ways and by means of unjust methods reveling in luxury while labor is comparatively unrewarded, deferred, often unpaid and too often despised? Is not this an era in this country in which mediocrity, pride and public corruption are holding high carnival; can railway managers accumulate great fortunes in half a score of years without at the ultimate, if not the immediate, expense of the public? If not of it, of what? It must strike every think-

ing man that the pride and avarice of our country growing too rapidly and without any sufficient cause and it will be better to put the brakes on in time." Let my readers commence, if they please, at Washington, New York, and prosecute their investigations over railroads through the railways spanning this continent and connecting the waters and commerce of the Atlantic and Pacific, and tell me when and where public integrity has prevailed against both political and financial corruption, or where capital and greed have not taken an unfair advantage over the rightful property and labor of the people."

*From the Kearney (Nebraska) Press.*

The virtue of the people must be placed against the money of monopolies, and if our present form of government is worth preserving they will prevail. The danger is imminent to the country, and should be met with the same spirit and courage shown by the young Republican party when it met, restricted and finally abolished slavery.

*From the Washington Post.*

The managers of railroads in this country show less intelligence in dealing with the public than the owners of any and all other property. The patience of the people is taxed to its utmost limit year after year by railroad corporations. No obligation into which they enter with the public, or which is imposed upon them by law, is voluntarily performed. The history of their dealings with the Government is a history of evasion, deception and stealth. They water their stock in order to absorb their earnings and make appear reasonable their otherwise extravagant dividends, the result of extortionate charges. The beneficiaries of munificent land grants disregard the conditions under which they receive the endowments and retain the benefit thereof.

*From the American Dairyman.*

All intelligent citizens must appreciate the fact that the tariff, transportation, telegraph, trade, and patent monopolies are fast concentrating the wealth of the nation in the hands of a favored few, and that if the present



system continues much longer we will have in this country an aristocracy and a peasantry with lines as distinctly drawn as they are in the older countries of the world.

*From the San Francisco Chronicle.*

If the past may be accepted as a fair index of what is to come, it will be but a few years at furthest before railroad monopolists will dictate the laws and control alike the legislative, judicial, and executive departments of the Government, own the territory, and fetter the working classes with the shackles of peonage. Already some of these corporations closely approximate that measure of power, and, unless their arrogance is signally reuked, their aggressiveness checked, and they are forced to deal justly and respect the rights of the people, the existing form of government will collapse, and in its ruins will be reared an oligarchy of wealth.

*From the New York Real Estate Chronicle.*

## THE COUNTRY'S DANGER.

There is real danger to the country in the vast expansion of power which the monopolists have secured, and by the time the people perceive the coils that are being wound around their necks there may be trouble. The safest way is to look the situation squarely in the face and to understand that the entire business of the country, linked as it is to-day to the telegraph and the Press, is virtually at the mercy of Jay Gould, Cyrus W. Field and D. O. Mills. They own the cables to Europe, the entire telegraphic machinery on this Continent, and three out of the seven newspapers of the Associated Press. One paper more and the triumvirate will have the majority of that organization.

Do the people as yet understand the importance of this? It means that this triumvirate will have the news of the markets of the world in their possession, can operate in accordance with this news long before the great public is made aware of the dealings on the London Stock Exchange, the Paris Bourse, or the Chicago grain market. One week's operations in this manner alone will pay for the construction of more and more cables to all parts of the civilized world.

The masses will say "Organize an opposition Associated Press," but how can newspapers construct telegraph lines when the entire machinery is already in the hands of the monopolists? There is only one remedy, and that is for the Government to take possession of the wires and deal on an equal and just footing with all those using the telegraphs.

*From the Omaha Bee.*

Railroad millionaires are already a menace to free institutions, and the country will not stand it to have many more of them created.

*From the Cincinnati Gazette.*

Honest railroad management is what is needed in this country; and it is needed badly.

*From the New York Journal of Commerce.*

Sooner or later the people will understand their rights and will maintain them, if this is their Government and not one of railroad pools and rings.

*From the Rochester Morning Herald.*

They have been hedged in and protected on every side by statutes in their interests, while the people who have nourished them until they have grown to the stature of giants, and in many cases the insolence and despotism of tyrants, are left almost wholly at their mercy. It is surely time that the people began to look after their own interests.

*From the Buffalo Express.*

No people in the world have welcomed the railroad era so joyfully as Americans; no other people have done so much by land grants and corporate aid to build railroads; no other people have so fully recognized the value of railroad transportation. If railroad managers have chilled this cordiality, and changed it to distrust, they can blame nothing but their shortsightedness.

*From Public Opinion.*

Oliver Cromwell, fresh from his great victory at Dunbar, wrote to the British Parliament: "*Make wise laws; relieve the oppressed; hear the groans of poor pris*

oners. Be pleased to reform the abuses in the law and all the professions. And if there be any that tend to make many poor and to make a few rich—that suits not a Commonwealth.' Ah! there spake a true 'friend of the People,' and a genuine Anti-Monopolist.

*From the Boston Journal of Commerce.*

"The tendency of rapid accumulation of property, or what represents property, in the hands of a few, is one of the greatest measures of subversion of sound principles of Government, and has proved itself so in the history of the nations, and, as a few become richer, the masses of the people become poorer in a inverse ratio.

*From the Cleveland Leader.*

A feeling prevails throughout the country that the present management of our railways is inimical to the best interests of the people. This feeling has begotten a dissatisfaction which is constantly increasing in intensity, and may eventually provoke a conflict which will end disastrously in more ways than one.

*From the Western Stock Journal, Iowa City, Iowa.*

Combinations of men who own large capital for the purpose of controlling great and important business interests are the overshadowing evil of the present time.

*From the St. Joseph (Mo.) Herald.*

The great danger of the day is the power of corporations. We feel it on election day, we see it in Congress, we feel it every time there is a change in freights, fares and telegraph rates.

*From the Portsmouth (Va.) Times.*

Trouble, serious trouble, will just as surely grow out of the present state of affairs, and be precipitated by unjust railroad management and discrimination and the exercise of the power and influence of railroad monopolies in State and national elections, as that day follows night.

*From the Louisville (Ky.) Democrat.*

There are few questions of more importance to the general welfare, owing to the aggressive spirit and arro-

gance of the great railroad corporations, their active participation in elections, and influence in legislative assemblies.

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• *The above are only a few specimens; a volume might be filled with similar extracts from both secular and religious papers throughout the United States. The monopolists are now trying to prevent such utterances by purchasing or subsidizing leading papers, thereby guiding and controlling the thought of the nation. The people must counteract this by supporting the papers which sustain the public interest.*

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### NOTABLE UTTERANCES.

The National Board of Trade, at its convention in 1881 adopted a report which declared that:

"The degree to which the great powers of steam and electricity have been allowed to pass into corporate hands, which employ them as a means to tax the public unduly for their use, is at this time forcing itself upon the attention of our statesmen, and there is a widespread feeling that the public welfare demands that the power and privileges of corporate grants shall be limited in the future."

The third semi-annual report of the railroad commissioners of the State of Georgia, submitted May 1st, 1881 says:

"The moral and social consequences of these corruptions are even worse than the political; they are simply appalling. We contemplate them with anxiety and dismay. The demoralization is worse than that of war—as fraud is meaner than force, and trickery than violence. Aside from their own corruptions, the operators aim directly at the corruption of the Press and the Government." \* \* \* "Worse even than a purifying storm is this malaria in the air, which poisons all the body politic, and corrupts the youth of the country by presenting the highest prizes of society to its most unscrupulous and unworthy members.

The report of the Legislative Committee that investigated the management of the Erie Railroad in 1873 concludes with the following remarkable words:

"It is not reasonable to suppose that the Erie Railway has been alone in the corrupt use of money for the purposes named; but the sudden revolution in the direction

of this company has laid bare a chapter in the secret history of railroad management such as has not been permitted before. It exposes the reckless and prodigal use of money, wrung from the people to purchase the election of the people's representatives, and to bribe them when in office. According to Mr. Gould, his operations extended into four different States. It was his custom to contribute money to influence both nominations and elections."

In 1879, a committee of the Legislature of New York, Mr. Hepburn, chairman, after an exhaustive examination, declared that the charge of *flagrant abuses* in railroad management has been *fully proven*, and adds:

"The mistake was in not providing proper safe-guards to protect the public interest, and hold the railroads to a strict accountability for their transactions; thus, though the laxity of our laws and the want of governmental control (measurably excusable, considering the unforeseen possibilities of railroad development at the time of the enactment of those laws, but no longer pardonable in the light of the evidence herewith submitted), have crept in those abuses hereafter mentioned, so glaring in their proportion as to savor of fiction rather than actual history."

Hon. David Davis, formerly Judge of the Supreme Court of the U. S., now acting Vice President of the U. S. says:

"The rapid growth of corporate power and the malign influence which it exerts by combination on the national and State Legislatures is a well grounded cause of alarm. A struggle is pending in the near future between this overgrown power; with its vast ramifications all over the Union, and a hard grip on much of the political machinery on the one hand, and the people in an unorganized condition on the other, for control of the Government. It will be watched by every patriot with intense anxiety."

Governor Gray, of Indiana, in a message to the Legislature of that State in January last said:

"In my judgment the republic cannot live long in the atmosphere which now surrounds the ballot box. Monied corporations, to secure favorable legislation for themselves, are taking an active part in elections by furnishing large sums of money to corrupt the voter and purchase special privileges from the Government. If money can control the decision at the ballot box it will not be long until it can control its existence."

The Attorney-General of the State of New York, in commenting upon an extraordinary proceeding in the



Supreme Court, June 3, 1881, to thwart proceedings instituted by the State to protect the public interest in the case of the New York elevated railroads, stated that he was:

"Amazed now at the power that corporations seem to have to embarrass necessary legal proceedings taken against them; that the increase of the influence of corporations in this country, and their ability to thwart the supervisory proceedings taken against them by the public authorities to prevent great monopolies or to subject them to proper restraints, are among the most alarming characteristics of the time, and constitute a danger to which all the people must be aroused before long if we would preserve our free institutions."

On the twenty-seventh day of January, 1880, Mr. Gowen, then President of the Philadelphia and Reading Railroad, in an argument before the Committee on Commerce of the House of Representatives of the United States, in Washington, said:

"I have heard the counsel of the Pennsylvania Railroad Company, standing in the Supreme Court of Pennsylvania, threaten that Court with the displeasure of his clients if it decided against them, and all the blood in my body tingled with shame at the humiliating spectacle."

United States Senator Windom, in a letter to the President of the Anti-Monopoly League, says:

"The channels of thought and the channels of commerce, thus owned and controlled by one man, or by a few men, what is to restrain corporate power, or to fix a limit to its exactions upon the people? What is then to hinder these men from depressing or inflating the value of all kinds of property to suit their caprice or avarice, and thereby gathering into their own coffers the wealth of the nation? Where is the limit to such a power as this? What shall be said of the spirit of a free people who will submit without a protest to be thus bound hand and foot?"

Hon. Jeremiah S. Black, ex-Judge of the Supreme Court and ex-Attorney-General of the United States, recently stated:

"All public men must take their side on this question. There can be no neutrals. He that is not for us is against us. We must have legal protection against these abuses. This agitation once begun, and the magnitude of the grievance being understood, it will force our rulers to give us a remedy against it. The monopolies will resist with all their arts and influence, but fifty millions of



people, in process of time, will learn the important fact that they are fifty millions strong."

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*After reading the foregoing who can doubt that another crisis is impending and that the only way to prevent an explosion that will endanger all property, is to lift the safety valve of justice which corporate power has tied down.*

*Commercial Monopolies are also growing to alarming proportions. The Standard Oil Company, The Hawaiian Sugar monopoly and The Steel Rail Manufacturers combination, are sufficient illustrations of the direction in which we are drifting.*

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## WHAT CAN THE PEOPLE DO ?

They can organize an Anti-Monopoly League in every State and county and district in this broad land. They can put votes and an honest, patriotic purpose against money.

They can combine those who believe in public morals and in the principles upon which our Government was founded, against those who think they are obsolete and that money is king.

They can disregard party lines, and "in every district and at all times," throw a solid vote against candidates who will not pledge themselves to protect the public interest against the encroachments of corporations.

The following are the declarations, principles and methods of the League :

## DECLARATIONS.

The Anti-Monopoly League earnestly calls attention to the relations of corporate and public rights as the most important question before the American people at this time.

Steam, electricity and machinery, controlling factors in the industrial and commercial world, have been largely monopolized and the public taxed unduly for their use.

Corporate life practically immortal in its duration, wielding these great powers, has assumed an importance never before known or contemplated, and it is not only rapidly concentrating the wealth of the nation

in few hands to the detriment of the masses, but to perpetuate this state of things it has sought political power and corrupted our elections and legislation to an extent that not only imperils public morals but endangers our free institutions.

That this is true is known of all men. Official investigations have demonstrated it; our everyday life has proven it. We therefore declare that organization of the people is necessary to maintain the following

## PRINCIPLES.

### *Anti-Monopoly—*

*We advocate, and will support and defend, the rights of the many as against privileges for the few.*

*Corporations, the creation of the State, shall be controlled by the State.*

*Labor and Capital—allies, not enemies; justice for both.*

In accordance with these general principles we affirm that the public welfare and public safety demand the following specific measures of relief:

1. Laws compelling transportation companies to base their charges upon the "cost and risk of service," with a fair profit added, instead of the new theory advanced by them—"what the traffic will bear;" laws to prohibit the establishment, through construction companies or other devices, of a fictitious cost for works of a public nature; prohibiting unjust discriminations against both citizens and localities; Railroad Commissions, State and National, with adequate powers to see that these laws are enforced; a liberal policy toward our waterways, which, during the season of navigation, are potent in preventing exorbitant charges by railroads.

2. More efficient laws against the crime of bribery, and for the protection of the purity of the ballot. A prohibition of free passes.

3. A Public Service founded on capacity and integrity.

4. Public Lands, the common inheritance of the whole people, should be reserved for actual settlers.

5. Currency, the measure of values, whether metallic or paper, should be equal to coin, and be issued and controlled by the Government only.

6. The known benefits of the postal systems of other

countries to be adopted in the United States; including the postal savings bank, and the postal telegraph and telephone.

7. A Free Press—the bulwark of our free institutions—must be maintained. Leading journals have been purchased by monopolists who are endeavoring to control the thought of the Nation. The journals which are not thus controlled should be sustained by the people.

For these objects we declare that citizens should, without regard to party, vote for Candidates pledged to secure the adoption of the above principles and objects.

That if existing political parties are so controlled by monopoly influences that they will not give the relief which the public interest demands, then it will become the duty of all good citizens to form a new party which will give the desired relief.

That the Anti-Monopolists recognize the rights of capital as well as of labor we appreciate the benefits which corporate organization has conferred upon the human race; we will labor as steadfastly to maintain the rights of corporations as to enforce observance of their duties, but the time has come when the people must organize to restrain the power for evil wielded by a few unscrupulous men, who have obtained control of the great forces of the century and who in their use “recognize no principle of action but personal or corporate aggrandizement.”

## METHODS OF PROCEEDING.

To organize State, County and District Leagues.

To influence, so far as possible, the nomination by existing political parties of candidates who will support our principles. Where such candidates are nominated, the League will notify its members of this fact and in such cases leave each member free to consult his individual or party preferences; but where one candidate will and another will not support our principles, then all party affiliations to be laid aside by members of the League, and a solid vote cast for the candidate endorsed by the League. If neither party presents a candidate

favoring our principles, then the League will nominate and support a candidate.

## HOW TO ORGANIZE.

Wherever a citizen believes in the principles we advocate, let him talk with friends, get together a few of them ("if but two or three are gathered together" it will suffice for a beginning), resolve that a Branch Anti-Monopoly League be formed, adopt the principles, objects and methods of proceeding of the National League, elect a President, Secretary and Treasurer, and proceed to extend the membership as fast as possible. It is best to organize upon the usual political boundaries or divisions, and where one Assembly District or town is organized start the movement in others as quickly as possible. As soon as good men from different parts of a State can be brought together, State organizations may be formed, which should at once report to the National League, secure recognition, and as soon as this is obtained proceed to complete the organization in every Assembly District in such State. As this is a non-partisan movement for the general good, the action of the League in endorsing or condemning candidates should be fair to all parties.

If a simple form of constitution and by-laws is desired, it will be sent on application to

THE NATIONAL LEAGUE,

7 Warren street, New York.

Membership rolls and other documents will also be furnished in moderate quantities free, and in larger quantities at cost.

The monopoly candidates who give two or three dollars for a vote on election day, make laws that cost the voter ten times that amount in the course of the year. Even if there was no honesty or patriotism involved, is like selling one's birth-right for a mess of pottage. How long will wage earners vote to keep their children cold and hungry in order that such men may travel on free passes and live upon the fat of the land? It is by the aid of such men that corporate monopolies are made possible, and that fortunes numbered by

## TENS OF MILLIONS OF DOLLARS

are suddenly accumulated, while the masses of the people are rendered poor and dependent.

"Railroad methods of controlling political action were exposed in 1873, through the agency of a railroad quarrel in the State of New York, resulting in the appointment by the Legislature of a committee to investigate the management of the Erie Railroad. The following is from the report of the committee—testimony of Mr. Jay Gould:

I do not know how much I paid toward helping friendly men. We had four States to look after, and we had to suit our politics to circumstances. In a Democratic district I was a Democrat; in a Republican district I was a Republican, and in a doubtful district I was doubtful; but in every district and at all times I have always been an Erie man.

The state of things unearthed by this investigation was officially described in the report of the Legislative Committee, as follows:

It is further in evidence that it has been the custom of the managers of the Erie Railway, from year to year, in the past to spend large sums to control elections and influence legislation. In the year 1868 more than one million (\$1,000,000) was disbursed from the Treasury for "extra and legal services." For interesting items see Mr. Watson's testimony, pages 336 and 337.

Mr. Gould, when last on the stand and examined in relation to various vouchers shown him, admitted the payment during the three years prior to 1872 of large sums to Barber, Tweed and others, and to influence legislation or elections. These amounts were charged in the "India-rubber account." The memory of this witness was very defective as to details, and he could only remember large transactions; but could distinctly recall that he had been in the habit of sending money into the numerous districts all over the State, either to control nominations or elections for Senators and members of Assembly. Considered that, as a rule, such investments paid better than to wait till the men got to Albany, and added the significant remark when asked a question, that it would be as impossible to specify the numerous instances as it would be to recall to mind the numerous freight cars sent over the Erie road from day to day. (See testimony, p. 556.)

And yet this man is permitted to go on rolling up his millions year after year, tolerated, if not courted, by respectable citizens whom he placates by petty donations for charitable and church purposes while expending thousands in debauching legislation and corrupting the very fountain head of justice. Controlling the telegraphs and the press, his editors preach peace on earth and good will to men in one column, while misleading innocent investors and vilifying patriotic citizens in the others.

# HOW DID THEY GET IT ?

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The following are recent estimates of the suddenly accumulated wealth of a few men :

JAY GOULD & CO,  
Seventy-five Millions in Fifteen years.

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THE VANDERBILTS,  
One Hundred Millions in Twenty Years.

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HUNTINGTON, HOPKINS & CO.,  
(The Central Pacific Syndicate,)  
One Hundred and Eighty-Six Millions in Fifteen Years.

(From an investment of Twelve Thousand Five Hundred Dollars. See speech of Congressman Daggett, Feb. 21, 1881.)

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Hundreds of others are worth from one to twenty millions, made in the same way during the same time.

DID THEY GET IT BY HONEST LABOR ?

*If not, has not this system gone about far enough ?*

Daniel Webster said :

“The freest government cannot long endure, where the tendency of the law is to create a rapid accumulation of property in the hands of a few, and to render the masses of the people poor and dependent.”

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NOTE.—After reading this pamphlet, pass it along to a friend: write your members of Congress and the State Legislature, and tell them what you think of this subject. Additional copies of this pamphlet can be had on application to the Secretary of the National Anti-Monopoly League. All persons approving of the objects and work of this League are invited to co-operate with it. Write us